they might have been carved out of alabaster. It was soon apparent that the white fiver was forging ahead. The clear water began to show between them. The Columbla not only seemed to outfoot the challenger, but experts saw that she pointed her way up into the wind. Within fifteen minutes she had a lead of five lengths and from that time on the race was hers. The patriots were jubilant and the bands, which began playing, never stopped until the race was over. Columbia seemed more tender than the foreigner, showing yards of her bronze body as she leaned away with her lee rail almost awash. Steadily she continued to draw ahead until within half an hour, having unequivocally demonstrated her superiority in windward work, it became only a question of how far the white flyer would beat her to the outer mark.

As the yachts got farther out the seas grew more turbulent and the spray spurted | to southerly, with a velocity of from ten to higher from their bows. Many excursionists came to grief and the tugboats, plunging through the head seas, sent the spray all over their pilot houses. The work of the patrol fleet was perfect. The revenue cutters' line to leeward and the torpedo boats' line abreast astern held the yachts in the hollow of a moving right angle, which changed direction with each tack and kept the yachts as free from interference as if they had been sailing in the middle of the fect, however, of making the Columbia the

The Shamrock footed vallantly, but neither in speed nor in pointing could she compare with the Columbia. Then the three skippers on the challenger put their heads together and tried new tactics. The Shamrock made a dozen short boards. Evidently her skippers were under the impression that she was quicker on het heel and better at forereaching than the Yankee, but the Columbia proved as nimble as Shamfriends that the white beauty was fully as clever as the challenger at forereaching.

INCREASED HER LEAD. light headsail she might be able to hug o'clock both yachts had reached the east the wind closer. Columbia held on to hers, | end of Gedney's channel, and at 10:10 the and as Shamrock did not improve her posi- Columbia's crew began hoisting the maintion at the end of ten minutes, her skippers again set the sail.

By 1 o'clock Shamrock was fully a mile time, but it was fully fifteen minutes before and a half astern and the Columbia was a | the sail was set. winner all over. As the Associated Press boat, on her way to the outer mark, passed the Manning, Captain Evans, who was on their No. 2 club topsails. The Columbia

way Columbia swept around the outer mark, should be passed on the starboard hand, and a run back if the wind held from the Columbia tacked down to port and came over on the starboard tack as she approached the float. As she neared it her spinnaker pole was like a knight's lance in rest. As she swung around she eased off her main boom, let her spinnaker pole drop to port, and, breaking out the cloud of canwas, fled homeward like a scared deer. Her big balloon jib blossomed out forty seconds later. The few ships of the excursion fleet at the outer mark gave her a rousing reception. The Shamrock was already hopelessly beaten. A quarter of a mile from the home run the Columbia crossed the path of the Shamrock, still beating to windward, and robbed her of the wind as she went past. It was nine minutes and forty-nine seconds later when Shamrock swung round the mark and squared away for the finish. The excursion boats, however, hung on until she had rounded and gave her an ovation.

The Columbia was already almost two miles away, and in the thickening mist could hardly be discerned. The bells in the engine rooms of the excursion boats jingled for full speed and they went plowing down on either side of the course to be in at the death. Sir Thomas's steam yacht Erin, however, remained abeam of the challenger. giving what moral support he could to his beaten boat. Sir Thomas and his friends aboard looked fully as disconsolate as they felt. Some of them seemed to have lost all interest in the landscape and were hanging over the rail looking down at the water. Sir Thomas, however, remained on the bridge, with his eyes glued on the boat in which his hope had so lately centered, and a group of sailors forward seemed to be trying to make out the outlines of the vanishing Yankee in the thick gloom. From that time it was simply a procession.

SIMPLY A PROCESSION.

There was a soul-stirring scene as the Columbia approached the finish. The excursion boats had gathered there in a semicircle to give her welcome, and as she swept across the finish bedlam broke loose. The steam whistles shricked, sirens wailed, the Corsair, the flagship of the New York Yacht Club, and several other yachts, flung their powder into smoke and the multitudes on the decks of the side-wheelers cheered. The Corsair hauled down all her private signals and set old glory at each mast-

## WEATHER FORECAST.

Showers for To-Day-Followed by Fair and Cooler.

WASHINGTON, Oct. 16 .- The forecast for Tuesday and Wednesday is as follows: For Ohio-Showers and cooler on Tuesday and on Wednesday fair, with brisk southerly winds, shifting to westerly.

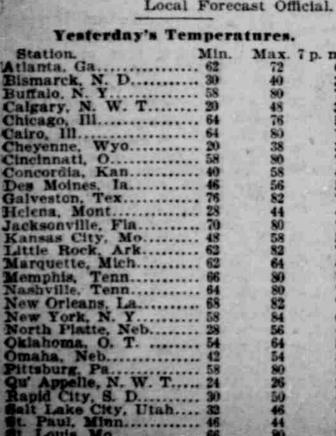
For Indiana-Showers, followed by fair on Tuesday, with colder weather in eastern and southern portions. Wednesday will be fair, with brisk westerly winds.

Illinois-Fair on Tuesday and Wednesday, and cooler in the extreme southern portion Tuesday, with fresh westerly winds, becom-

ing variable.

Local	Observ	ations	on	Monda	y.
43.20	Bar.	Ther.	R.H.	Wind.	Pre.
7 a. m 7 p. m	29.88	74	56	South.	
Maximu	m tempe			inimum	tem-
Fellowin the mean tion for	tempera				
Normal .				Tem. 55	Pre.
Mean		********	******	71	.00
Departure Departure	since O	et. 1		*16	09 95
Departure	since J	an. 1		104	-5.83

C. F. R. WAPPENHANS,



were perfection in fit. They looked as if head and gaff and taffrail. The crew of the Columbia gathered aft, hurraned with bared heads; then, as she lowered her headsails and took the tow line from her tender, the crowd waited over ten minutes until the Shamrock had crossed and the fleet had given her stentorian expression of good higher. It was astonishing how she sliced | will. Then they turned on their heels and scampered after the Columbia, crowding about her and cheering her again and again while the bands played "Hail Columbia," "Yankee Doodle" and other patriotic airs. They escorted her all the way down to her

anchorage inside the Hook. The race to-morrow will be over the triangular course, ten miles to the leg, and the Shamrock will have an opportunity to show what she can do at her favorite point

The weather office here received the following dispatch to-night from Willis Moore, chief of the bureau at Washington: "During Tuesday the wind will be from easterly twenty miles an hour."

The betting to-night is about 10 to 6 on the Columbia for the series, and some money is being offered at 2 to 1. The betting has undergone curious changes. Before the first attempt at a race the ruling odds were about 10 to 7. After several flukes, on account of the good showing of the Shamrock, even money was offered in some instances. To-day's race had the efdecided favorite, though little money is being wagered.

#### STORY OF THE RACE. Technical Description of the Maneuv-

ering and Sprinting of the Yachts. NEW YORK, Oct. 16 .- The crews of both yachts had breakfast early, and when they "turned to" soon after 8 o'clock a. m., it was with a will, for, in spite of the rather

hazy weather, there was a good breeze from rock. Timed by a stop watch, both boats the eastward which promised to increase were fifteen seconds in stays, and when the and give the yachts a good race at last. Britishers write home they will tell their Jibs and staysails were sent up in stops on the stays, racing hatches put on, boats lashed, and everything made snug before 9 o'clock. At 9:15 the Columbia cast off from When Shamrock got through with this her moorings and was taken in tow by a line of tactics Columbia had increased her tug. The Shamrock started in tow a few lead until she was half a mile ahead. At minutes later. Covers were on the mainthe end of another half hour, as the wind sails and club topsails to keep them dry uncontinued to freshen, Shamrock took in her til the last moment, as there was just baby jib topsail, figuring that without this enough fine rain to dampen them. At 10

sail. It was set in five minutes. The Sham-

rock's mainsail began to go up at the same

At 10:25 both yachts cast off their tow lines, broke out their jibs and mastheaded the bridge, shouted: "Ain't she a peach?" also sent up her baby jib topsails on the Nothing could have been prettier than the stay. At the same time the committee boat, Walter Luckenbach, anchored due gracefully as a swan. Both boats had south of the Sandy Hook lightship and sent edged far to the southward of their course, up the course signals; it was east, making and, as the rules required that the mark it a beat dead to windward of fifteen miles same quarter. The regatta committee meant business this morning, for a few minutes later they started the tug to leg of the course, and at 10:45 the preparatory sig-

Both yachts then began maneuvering for positions, and at 10:55, when the warning signal was given, they were playing for a weather berth to the northward of the line, the Shamrock breaking out her staysail at this time. When two minutes were left before the starting signal, both yachts were heading, a couple of lengths apart, to the westward with booms to port, the Columbia to windward. At one minute, the Shamrock began to keep off for the committee boat, which was lying at the south end of the line, Captain Hogarth's intention, apparbeing to stop the Columbia, then a length or so astern, from getting the weather beech.

SHAMROCK OUTMANEUVERED. When the starting gun was fired Shamrock had run parallel with the line to nearly the center of it. She still held her course until nearly over to the lightship before she began to luff across the line. Captain Barr, on the Columbia, held his yacht well in hand, being at this time a good length astern, with sheets flat aft. He began to luff the moment Hogarth did and, shooting Columbia across the Shamrock's wake, he yards to windward of the challenger and with such a good overlap on her that, ac-cording to the official time, she was only three seconds astern. The official time of the start was:

Shamrock ....... 11:01:03 Both yachts were now close hauled on the starboard tack and were carrying exactly same sail-mainsail, clubtopsail. foresail and baby jib topsail. As soon as the sheets were trimmed all hands, except the men stationed at the head sheets, jumped for the weather side and huddled close down to the starboard rail, while the skippers watched each other like hawks. There were not many yachts or excursion

steamers out in time to see the start. Those on board the small fleet had a splendid view of the start, and the first ten minutes after it were anxious ones for the freinds of both yachts. After that time it was all over but the shouting. In five minutes Columbia had widened the distance to windward between herself and Shamrock fully a length. She heeled more than the latter boat, but her sails were all full and she was pointing higher from the moment she started. Capt. Hogarth, thinking his boat would be able to outfoot Columbia sufficiently to tack across her bow, a little later gave her a good rap full. The green boat responded nobly and to some it appeared that she was passing the Columbia very fast. So she was, but she was losing outward ground every minute. When Shamrock tacked to port at 11:15 and Columbia thirty seconds later it was seen that Barr had so placed his boat on the weather bow of the Shamrock as to spill the back wind into Shamrock's sails. Hogarth was obliged to keep broad off for about thirty seconds to get out from under the Columbia's lee.

By 11:20 the Bristol boat was an eighth of a mile to windward and outfooting and outpointing her rival all the time. Captain Hogarth, finding that the Shamrock would not point as high as Columbia, flattened down his sheets as hard as he dared and had to be contented with giving her a good full and | as's most intimate friends. The reason for letting her go at that

A MARINE DUEL. Shamrock went about to starboard at 11:33:30 and Columbia five seconds later. At 11:45:30, when Shamrock again tacked port, Columbia was fully a quarter of a mile to windward of her. The latter tacked five seconds later. Captain Hogarth was getting desperate now and resorted to short tacking in the hope that his boat would forereach sufficiently to make a material gain to windward. At the conclusion of the marine duel between the two yachts Hogarth found himself farther to leeward than ever, Columbia having been, if anything, quicker in stays and a better fore-reacher. At 12:50:15, when Shamrock settled down

again to business on the port tack, and

Columbia, after standing on two minutes longer, came about to the same tack, it was found that the Bristol boat was half a mile dead to windward of her rival. In three more tacks Columbia still increased her windward lead. The Shamrock people at 12:25 took in her baby jib topsail, hoping that she might point higher, but it was in vain, for in ten minutes they set the sail It was taken in twenty minutes later for a few minutes. Each yacht made twenty-two tacks in the windward work and in all these Shamrock took the initiative. Captain Barr waited for Hogarth to tack and with but one or two exceptions he put Columbia about within thirty seconds of the other boat. The last half dozen tacks made were longer than the others. The outer mark, which had been obscured by fog. was visible from the yachts soon after 1:30. The wind became lighter as they approached it, but it in-creased a little in force as Columbia made

her last tack. She looked very handsome as she approached the mark on the port tack. Smartly the crew launched her spinnaker boom out to port before she had fairly made the turn and squared away on her homeward course and the great sail was broken out from steps the same moment the main boom swung far off to starboard. They were exactly 85 seconds setting the pinnaker. Shamrock men beat them only five seconds in this work. The official time

at the turn was: This shows that the Columbia was 9 min-utes 49 seconds ahead. The elapsed time of the Columbia for the fifteen miles was 2 hours 47 minutes 13 seconds; of the Sham-rock 3 hours 57 minutes 5 seconds, showing

Columbia's gain from the actual start had been 9 minutes 52 seconds. This was a great victory for Columbia, for both yachts had covered the distance in a steady breeze and at no time were they far enough apart to benefit by any puffs of wind.

THE RACE FOR HOME. Columbia's balloon jib topsail was set immediately after the spinnaker and the headsails were hauled down. She began her fifteen-mile run to the finish at about eight knots an hour. Shamrock's balloon jib topsail was set seven minutes after rounding the outer mark and for a time it seemed as though she was overhauling Cloumbia. At the time that appeared to be a reasonable conclusion because she being the stern boat was in position to take advantage of any squalls that might come along. It soon became evident, however, that her apparent gain was only imaginary and that the Columbia was not only holding her own, but as the figures showed later, she was really gaining. The finish line, marked by the committee boat and the Sandy Hook light, was not visible until the yachts were within a couple of miles of it. Then there was a rush of steamers to reach the goal ahead of the yachts. It could not be called an exciting finish, nor was it a tame one altogether. So few boats were present to wit-

ness it and the weather so depressing that as a spectacle the finish might be called a poor one. Both in time and distance the yachts were so far apart that it was a rather poor finish from a sportsman's view. When Columbia, her great yellow main-sail broad off to starboard, swept across the finish line Shamrock was scarcely visible astern, only the outlines of her sails being seen. Ten minutes and eleven seconds in time elapsed between the finishing of Columbia and Shamrock, which meant in distance about a mile and a half. The official time was: Columbia ..... Shamrock ..... 4:05:10 -Official Summary.-Columbia. Shamrock.

Corrected time ...... 4:53:53 Thus Columbia wins by ten minutes fourteen seconds actual, and ten minutes eight seconds corrected time. The elapsed time of the Columbia from the outer mark to the finish was two hours, six minutes, forty seconds; Shamrock, two hours, seven minutes, two seconds, showing that in the fifteen-mile run before the wind Columbia had gained twenty-two seconds. After the race, while the yachts were be-

ing towed back to their moorings, Sir Thomas Lipton's steam yacht Erin ranged alongside Columbia. The Erin's officers and men, led by Sir Thomas, gave three hearty cheers. They were quickly responded to three cheers from Columbia's men. led by Oliver Iselin. A number of yachts fired guns as salutes to both yachts at the finish. The flagship Corsair was among them and as soon as the American yacht had crossed the line Commodore Pierpont Morgan ordered American ensigns to be hoisted at each masthead. Every steamer saluted with whistles and the Shamrock's welcome was quite as noisy as Columbia's. The yachts and the excursion fleet soon vanished in the mist, homeward bound.

### WHAT THE YACHTSMEN SAID. Lipton Admitted He Was Beaten Fair-

ly-Iselin Well Satisfied. NEW YORK, Oct. 16.-Sir Thomas Lipton took his defeat with the spirit of a true sportsman. "It was a fair and square race," said he. "We were beaten fairly. No two boats ever sailed a better race and they were equally well handled as far as I could

Speaking of the Columbia, he said: "She is a fine, fast boat and was splendidly sailed. We gave her three rousing cheers and her people responded right heartily. Mr. Iselin and those associated with him on board are honorable gentlemen and I wish to say that it is a pleasure to sail against such com-

Asked if he wished to say something about Shamrock, Sir Thomas said: "My boat was well sailed and the sails were well handled. I have no complaint. As I said before, it was a square race and we were fairly beaten. We shall have another race to-morrow, I hope, and I think there will be plenty of wind for both yachts."
All those on board the Erin who saw the race agreed that there were no flukes and

that both yachts were sailed on their merits. the Associated Press reporter the St. Michael's after the C. Oliver Iselin, Mrs. Iselin a party of friends had just visited arrived from the Columbia and were gathered aft of the little pilot house. There was of the managing owner of the cup defender, though he did look well satisfied. "I don' know." he said, "that I have any particular comment to make. We won to-day because we had the better boat. I have felt that all along; now others, I think, will admit it We are ready to race to-morrow and as for wind and sea we are prepared to take our chances with both. The boat sailed well o-day. During the race we did not have a nitch or accident of any sort. Everything stood the strain in a perfect manner."

The crew of the Columbia were boarding the tender for supper as the reporter drew away. Their enthusiasm was a little more apparent than that of the Iselin group and

Captain Barr, who sat in the stern of his boat, smiled in his own quiet way.

Only a few of the members of the New York Yacht Club were at the clubhouse tonight. "Just what we expected," said Secretary Oddie. "Perhaps the people who knew it all and were so free in criticising may look at it in a different light from now on. Columbia is the better boat in a light wind and she is better in a gale than in a breeze like that of to-day."

Very few of the Englishmen and their sympathizers were to be found at the rooms of the Royal Ulster Yacht Club at the Waldorf-Astoria to-night. Mr. McGillhis party naturally felt disappointed. "The Columbia won fairly," he said. "The Sham-rock did not do as well as we hoped. But the race is far from over, mind, and we will have a different story to tell when it is."

## ON BOARD THE ERIN.

Few of Sir Thomas Lipton's Friends Witnessed the Waterloo.

NEW YORK, Oct. 16 .- For the first time since the present series of races began there was practically no one aboard the Erin to witness the Shamrock's defeat save Sir Thomas Lipton and those who temporarily live aboard with him. These included Lord Charles and Lady Beresford, Chevalier de Martins, Hon. and Mrs. J. W. Prairie, Dr. Mackay and a few others of Sir Thom this was twofold, one being the fact that the lowering skies and damp, chill winds prevented many of the ladies who have heretofore enjoyed the hospitality of Sir Thomas from venturing on the trip and another is found in the fact that Sir Thomas himself, despairing of a race in the early morning, advised the abandonment of the customary trip to Sandy Hook in his chartered tugboat Sir Tnomas, Lord Beresford and Dr. Mac-

kay watched the race from the bridge of the big yacht as they have done before. For a few minutes after the line was crossed and while the echoing of the starting gan still hung tumultuously in the air they were almost jubilant. Then as the Shamrock appeared for a few brief moments to be gaining on her fleet-winged rival their spirits rose and their faces showed the gratification they felt. It was clearly from the then prevailing indications to be a repetition of he contests of the first, second and third days, except that the prospects of a finish with the green boat in the van seemed brighter than had ever been the case. Five ten, and then fifteen minutes passed and the hopes of the little group on the Erin's bridge gradually sank lower and lower as the white hull slowly crept away in front of the one of the emerald hue. Another half hour and a full length of a mile separated the racers, the challenger still bring-ing up the rear. Their apprehension gave way to fear and fear, in turn, made way for certainty as the distance widened and grew apace until the boat that Herreshoff de-signed turned the windward mark so far ahead of that which the brain of Fife evolved that nothing but an accident to the leader could alter the result. No such accident was to be expected and Sir Thomas was too true a sportsman to hope for such a thing. So he and his companions resigned themselves to the inevitable and of all the tugs, steamers and yachts whose whistles saluted the victor none blew more shrilly than that of the yacht owned by the gallant

When the race was over three cheers were given for the victor and if they were not as loud as has heretofore been the case it was because of the diminished number of per-sons on board the Erin.

NO JOY IN LONDON TOWN.

gentleman who still hopes to take away the

Editors, However, Hope for a Different Story To-Day. LONDON, Oct. 17.—The Daily News says Champlin's Liquid Pearl, 50c. A lovely, editorially this morning: "The Shamrock harmless beautifier. No equal.

was handsomely beaten. This is the more mystifying, as the weather was that in which the Shamrock is said to revel. Every prediction has been falsified, for she only began to pull up on the home stretch when the wind had fallen. According to our correspondent, seamanship had a deal to do with it. The Shamrock was outpointed and outfooted from the start. The probability is the yachts are as nearly equal as can be, and all the difference lies in the judgment in which they were sailed. There is nothing left but to wish for mild breezes. Meantime, hail Columbia for a very creditable

The Morning Post admits that the Columbia pointed better than the Shamrock and says: "If we merely had yesterday's race on which to base calculations we should be obliged to acknowledge that the Columbia is the better boat. The records of the abortive races tell a different story, and the Columbia certainly had the best of the wind at a critical part of the race. sole excuse that can be urged for the Shamrock is that she did not sail as well as was expected." The Post describes yes-terday's winds as light and still prays for stiff breezes. The Daily Mail, remarking that the Shamrock was not so well handled or that

the Columbia was much better handled

than previously, says: "Better luck next The Standard expresses surprise that the Columbia won so easily and says: "The only inference is that in a moderate breeze windward and with a smooth sea the Columbia is the faster vessel. Any way, it will probably silence the American criticism of the manner in which Iselin and Barr sail the boat. There is no reason ye for the Shamrock's supporters to despair." The Times says: "Sir Thomas Lipton is far too good a sportsman to be discouraged by his initial defeat. The yachts must have defects in their qualities and probably the yacht has still to be built which will show to equal advantage in a rough sea and a smooth one, in a light breeze and in a half gale. Taking the two yachts as we know them, we can hardly deny that the Shamrock's performance is disappointing for us and pleasantly surprising for the Americans. Our correspondent says the Columbia won fairly and squarely on her merits, from which we infer that the Shamrock 11:01:03 to some extent was outgeneraled and can 4:05:10 only hope for better luck next time The Daily Chronicle says: "The result is inexplicable, but it's only fair to the owner, the captain and crew of the Shamrock to await the result of the next race.'

> still four races to be sailed. The Irish Daily Independent says: "Nothing could be more excellent than the handling of the Shamrock, but the best boat won. The Freeman's Journal says: "The defeat was a pity," but declares it has not lost hope in the ability of the Shamrock to win the cup and expresses satisfaction that no unpleasant incidents occurred. The Dublin Daily Express expresses the

The Dublin papers reflect the tone of dis-

appointment shown in London, but take

consolation from the fact that there are

hope that only luck was against Shamrock. Poetry and the Yacht Race. Over at the Kingan packing house there has been an intense interest in the yacht race, and while there is a large percentage of native Irishmen employed there, the sentiment has not all been for the Shamrock. The poet of the office force had his inning yesterday when the Columbia crossed the line first, and this is the way he sounded his jubilation:

The afternoon was fading fast, When round the stakeboat swiftly passed A boat, sail-spread and straining mast— Columbia.

Sir Thomas Lipton stalked his deck And fixed his eye on the lessening speck; Quoth he: "I've got it in the neck, That's no joke.'

When the Columbia crossed the line Ahead by something over nine Minutes, there wasn't any sign Of Shamrock

#### Sir Thomas Lipton tore his hair And cursed himself in his despair, They called me, but I wasn't there," He muttered.

IT WAS DE PAUW'S GAME. Indianapolis University Defeated by the Score of 28 to 0.

Special to the Indianapolis Journal. GREENCASTLE, Ind., Oct. 16 .- De Pauw defeated the University of Indianapolis eleven to-day in a one-sided game by a score of 28 to 0. The visitors had plenty of beef in their team, but lacked skill and team work. The game was decidedly satisfactory to the De Pauw enthusiasts, and for the first time this season they got a line on their team. The interference of the no particular sign of exultation on the face | locals was good and the whole team was in form. They put up a snappy game, making good end plays and going through the visitors' line at will. There was no kicking. Cartwright, Fisher, Keep, Blakely, Swinehart and Peterson did good work and always made good gains. Owing to the heat but twenty-minute halves were played. In the second half the De Pauw 'varsity team was withdrawn and the entire second eleven, with "Dutch" Weik at their head, was sent in. They showed their skill by making two touchdowns against the visit-ors. Coach Ford is getting his team in fine shape, and their present form is an indication that they will be a factor in the

	State race, when real football weather sets in. The line-up follows:
	U. of I. Positions. De Pauw MaceRight endSwinehar
	Rutler
	MarkerRight guardMcClure JumpCenterBrown
ı	ThompsonLeft guardAdam
۰	BookwalterLeft tackleKeep PeckLeft endFisher GreenQuarter backFaris
ı	Atkinson. Right half. Peterson Voris. Left half. Cartrigh Newby. Full back. Lockridge
ı	NewbyFull backLockridge
	Touchdowns-Keep (2), Peterson, Welk Lockridge. Umpire-Ford. Referee-Kelly

E. I. N. U., 6; Dunkirk, 5.

Special to the Indianapolis Journal. MUNCIE, Ind., Oct. 16.-The Eastern Indiana Normal University football team won a close and exciting game from Dunkirk this afternoon by the score of 6 to 5. Dunkirk scored a goal in the first five minutes' play, but failed to kick goal. After that not a score could be made by the visitors, while the Normal boys made a touchdown and Pollock kicke I goal, winning the game. The game was hard fought, mass plays being in evidence throughout.

Parker Defeats Daly in Three Rounds. CHICAGO, Oct. 16 .- "Kid" Parker, of Denver, defeated Jack Daly, of Chicago, in three rounds to-night. The bout was to have been for six rounds, but at the end of the third Daly's seconds threw up the

General Sporting News. Pitcher Mercer, of the Washington club, has signed a contract with the team for the

The first of the post-season series of games between the Philadelphia and Brooklyn National League ball clubs, which was scheduled for yesterday at Philadelphia, was postponed on account of threatening

## THE CHURCH IN CUBA.

Its Position Regarding Property Defined by the Bishop of Havana.

HAVANA, Oct. 16 .- The Bishop of Havana to-day said the public hitherto had heard only one side of the church story and he requested the Associated Press to say that the church does not hold any property or receive any income to which it is not entitled. In some cases, said the bishop, where money had been left to certain religious societies for masses and the societies had ceased to exist the church had undertaken to say the masses, taking over as payment the property left.

The bishop said the Cubans are not more hostile to the church than are the Spaniards, who pillaged church property whenever they could find an excuse for doing so. Protests, made through Rome to the Madrid government, remained unheeded, but negotiations now are going on with the government in Washington in regard to certain questions relative to church property in Cuba, and it show more justice than had been shown by the Spaniards. The bishop declared that the asks, he says, is that its property be re-spected the same as the property of any

A PROPERTY OF THE PARTY OF THE

PROF. EDWARD ORTON, PH. D., LL. D., OF OHIO STATE UNIVERSITY.

Died Suddenly of Heart Disease While Sitting in a Chair at His Home in Columbus.

COLUMBUS, O., Oct. 16.-Prof. Edward Orton, Ph. D., LL. D., of the Ohio State University, died suddenly this afternoon at his home, in this city, of heart disease. He was sitting in a chair and the end came so quickly and peacefully that he seemed to fall asleep.

Professor Orton was one of the most distinguished economic geologists of America and was honored last year by election to the presidency of the American Association for the Advancement of Science, presiding at the Columbus meeting. He had been since 1885 state geologist, his official reports in that capacity forming a most England is making a big mistake in this valuable contribution to geological science. He was born March 9, 1829, at Deposit, Delaware county, New York, and received his early education on a farm. He graduated from Hamilton College in 1848 and studied theology at Lane Seminary. He was president of Antioch College when, 1873, he was called to the presidency of the Ohio State University, in this city. He resigned that position in 1881, but retained a professorship in geology. Several years ago he suf-fered a stroke of paralysis, but recovered and served eleven months in the Philipsufficiently to continue his university work up to a few days ago. Dr. Orton was widely known as a lecturer, having had the remarkable faculty of popularizing the science of geology.

Dr. W. P. Morgan. DAYTON, O., Oct. 16 .- Dr. Y. P. Morgan recent rector of Christ Episcopal Church, died to-day at his home in this city. The funeral services will be held from Christ Church on Wednesday morning, with later obsequies at Cleveland in the afternoon. Dr. Morgan was forty-five years of age and Morgan was forty-five years of age and was appointed, several weeks ago, to the deanship of the Episcopal Cathedral at Cincinnati.

enlist and accept a sergeantcy. Mr. Hooven is a son of J. C. Hooven, a manufacturer of Hamilton, O., and was held in high esteem by his comrades during the battery's

Georgia Militia at the Scene of a

Obituary. NEW YORK, Oct. 16.-Lawrence Gron-lung, the Socialist writer, died suddenly in this city yesterday morning aged fifty-three years. He had been an editorial writer on the Evening Journal for sommonths, coming here from Seattle. His mos celebrated work was "The Co-operative Commonwealth," published a dozen years ago, and of which 100,000 copies have been sold. He had traveled extensively in the

United States, lecturing on socialism. PORTLAND, Ore., Oct. 16.-William Wallace Thayer, formerly Governor and chief justice of Oregon, is dead at his home near this city of cerebral congestion, aged seventy-two years. He was born in Livingston county, New York, and came to Oregon in

## MARCHED BACK.

(Concluded from First Page.) ake charge of the agency. Let the British agent try to arrange accordingly, pending The conclusion of this dispatch indicates that Mr. Chamberlain did not have a shadow of a doubt regarding the willingness of the United States government to lend the good offices desired.

PARLIAMENT TO OPEN TO-DAY. Her Majesty's Reasons for Calling Her

Legislature in Session. LONDON, Oct. 16.-The Queen's speech at the opening of Parliament to-morrow will declare that Parliament has been summoned at an unusual date for a specific purpose, and that this course has been rendered necessary by two circumstances: First-Her Majesty's proclamation calling

out the reserves is necessarily followed by the summoning of Parliament within ten Second-The position of affairs in South Africa demands the attention of the legis-

Her Majesty will then declare that her general relations with foreign powers are peaceful, a state of affairs which, unfortunately, does not apply to the Transvaal. The House of Commons will be invited to provide ways and means necessary to prosecute the British policy in South Africa. The speech will conclude with a promise that, when the proper time arrives, the legislative programme of the government regarding matters of internal interest wil be submitted to the House of Commons. In the absence of the ministerial and opposition dinners which are usually given on the eve of the opening of parliamentary sessicn, at which the contents of the Queen's speech are generally made known, the speech was privately communicated to the eaders of the opposition late this afternoon Sir William Vernon Harcourt and Joh Morley will undoubtedly make statements of their views to-morrow, but their actions will be guided largely by the line which Henry Campbell Bannerman, leader of the opposition in the House of Commons, takes up. It is considered improbable that Mr. Morley will vote for a hostile amendment if Sir Henry Campbell Bannerman thoves what he considers a reasonable and appropriate one. The Irish leaders, however, are certain to move an amendment condemning the government's policy, though their fol-lowing in a division and the lobby is likely The advanced Radicals will meet to-mor-

row to deliberate upon the line they shall follow and although it is fairly certain that any subject but the Transvaal will be ruled out of order, James Galloway Weir, member for Ross and Cromarty, has decided to test the point by giving notice of an amend-ment on the Crofter question.

## "POOHS" FOR KRUGER.

Ebullition of Patriotism in an

Around the Guildhall. LONDON, Oct. 16 .- The narrow city streets adjoining the Guildhall and Stock Exchange to-day were crowded. The immediate occasion was the meeting convened by the lord mayor of London, Sir John Vocemor, to declare the confidence of the business men of the city proper in the South African policy of the government. Hundreds of members of the stock and wool exchanges and of the great banking and underwriting firms formed processions in front of their various offices and marched to the Guildhall, singing the national airs and waving flags, accumulating masses of

troops at every turn. The Guildhall was packed with people. A band stationed in the orchestral gallery led off in patriotic airs, which were taken up by the audience, amid the waving of numberless union jacks. The lord mayor and the berless union jacks. The lord mayor and the sheriffs were loudly cheered on arriving, and the name of President Kruger provoked a storm of "poohs!" The lord mayor presided at the meeting. A resolution extolling the premier, Lord Salisbury, and the secretary of state for the colonies, Mr. Chamberlain, was proposed by Alderman Sir Reginald Hanson, seconded by Sir John Lubbock, Unionist member of Parliament for London University, and enthusiastically for London University, and enthusiasticall adopted. Enthusiastic demonstrations too place to-day at Birmingham, Crews other towns for which soldiers started for Alder-

Her Majesty has subscribed £5,000 to the lord mayor's fund for South African refugees, which has already reached £75,000. The Atlantic Transport Company, which gave the United States government a ship for hospital purposes during the war with Spain, has now done Great Britain a similar service. The Admiralty have gladly ac-cepted the vessel, which will be named the Maine.

## A CAPITALISTIC SCHEME.

In Which England Is a Catspaw to Rake Transvaal Chestnuts.

Special to the Indianapolis Journal. NEWCASTLE, Ind., Oct. 16 .- A letter, dated Sept. 18, has just been received here from William Booth, who went to Johannesturg, S. R. A., a few years ago as engineer in a mine. Among other things he says: "People are leaving by thousands, fleeing for their lives. It is strange to see the trains pull out. Men are as timid as women, and the panic is awful. All the leaders of the agitation have cleared out and left church had not refused to prove title to the people here to starve. The leaders of property which it now held. All the church this business are the most cowardly lot of this business are the most cowardly lot of curs ever allowed to breathe the breath of life. The English government is drawn into the trouble now to such an extent that there is no drawing back, though I am sure she would like to do so. All the Dutch in South Africa will fight as one man for their inCHEAP, EFFECTIVE, PALATABLE.

# "APENTA"

HUNGARIAN NATURAL APERIENT WATER. A Wineglassful a Dose.

Sole Exporters: THE APOLLINARIS CO., Ld., London.

dependence. It is nothing but a capitalistic move to get the country from the Dutch and England has allowed herself to be the tool to accomplish that end. It may cost her dearly before it is all over. "I have very little sympathy with the Pretoria government, but I admire the Dutch people throughout South Africa in their de-sire to be free and independent, and even it the English whip the Dutch they will never make Britons out of them. The English, as individuals, are as nice a people as anyone would wish to meet and I am glad of th country.

PROBABLY A "FAKE."

Rumor that the Astor Battery Will Join the Boers. CHICAGO, Oct. 16.-The Post says an effort is being made to reorganize the Astor Battery, of New York, which was tendered to this government by John Jacob Astor pines, and tender it to President Kruger for service against the British. It is said that forty of the men have already enlisted for the expedition. They will leave the United States as individuals and rendezvous in Canada in order to evade the neutrality feature of the international law. This information comes in a letter to Enyart Hooven, of Hamilton, O., who is visiting in Chicago. The letter tells of the efforts that are being made to get the boys together in the Boers' service during the war in South Africa, and inquired if Hooven would

WILL BE ARRESTED.

service in the Philippines.

An English Army Officer, if He Evades

the Quarantine in Texas. AUSTIN, Tex., Oct. 16.-The state health authorities have wired Major Scobel, an English army officer, who is in the South buying mules for his government, that he will be arrested if he enters the State sooner than ten days after leaving New Orleans. This is due to a report that Major Scobel was trying to evade the quarantine regulations by coming to Texas by way of St The Governor received numerous requests

to-day that Major Scobel be allowed to en-ter the State from those who have con-tracted for the sale of large numbers of

Cannot Cable to Consul Macrum. WASHINGTON, Oct. 16 .- The State Department has been informed by the cable companies that telegraphic communication with the Transvaal has been completely interrupted. The department is thus cut off from communication with United States Consul Marcum at Pretoria.

Canadians Will Not Be Separated. OTTAWA, Ontario, Oct. 16.-A cable dispatch received to-day from Lord Lansdowne, secretary for war, says the Canadian contingent will be regarded as one brigade and not cut up into units and at-tached to the imperial forces.

Messages Subject to Censorship. NEW YORK, Oct. 16.-The cable companies announce that messages exchanged with South Africa are subject to censor-ship at Aden, and that Natal's communica-tion with the Orange Free State and the Transvaal is suspended.

## STORMY CAREER CLOSED.

teamer Laurada, Once a Filibuster, Wrecked in Alaskan Waters.

SEATTLE, Wash., Oct. 16 .- By the United States revenue cutter Corwin, which has reached here, survivors are brought of the steamship Laurads, which lies a wreck in Zapadine bay, St George island. The Laurada, Captain Frank White, left Seattle Sept. 12, for Cape Nome with a crew of forty-eight officers and men and 'wenty passengers. She carried a full cargo of general merchandise, hay, lumber, cattie and sheep. The Laurada encountered rough weather from the start and on Sept. 27 she sprung a leak. She was run into the shallow waters of Zapadine bay, where her crew, passengers and cargo were landed and housed in several abandoned cabins. The Corwin, attracted by signals, took aboard the crew and passengers, taking some to Dutch Harbor and bringing the remainder to Seattle. The Laurada was built in Great Britain and became famous short before the outbreak of the late Spanish American war as a filibuster and success ful blockade runner.

NEW YORK, Oct. 16.-The work of searching the charred hull of the steamer Nutmeg State, which was burned on Saturday morning and grounded near East creek, on Long Island sound, was begun to-day. No bodies were found, and it is probable that several days will be consumed in lifting out the heavy parts of the ma-chinery and ironwork, which is in the up-per part of the hull. It is supposed there are five bodies in the wreck. The bodies of the woman and child which were washed upon the beach were identified as those of Mrs. Mary Lagger, thirty-six years of age, and her daughter Rose, three years old.

Bark and Crew Probably Lost. NEW YORK, Oct. 16.-The brig Motley arrived to-day from Surinam after a passage of twenty-five days. Captain Dille reports that on Oct. 3, in latitude 33, longitude 76:45, he sighted a wreck, apparently a bark, dismasted and waterlogged with crew on board. As a hevy gale of wind was blowing and high seas running he could not render them any assistance. As night was fast approaching he hove to until daylight and the next day cruised in search of the wreck, but she had disappeared. Appar-ently she had foundered during the night.

NEW YORK, Oct. 16 .- Arrived: Bulgaria. from Hamburg; Anchoria, from Glasgow; Cimric, from Liverpool; Laurentian, from Glasgow; Kensington, from Antwerp. SOUTHAMPTON, Oct. 15 .- Arrived: Kaiser Wilhelm der Grosse, from New York, via Cherbourg, for Bremen.

GIBRALTAR, Oct. 16.—Arrived: Werra, from New York, for Naples and Genoa. HAMBURG, Oct. 15 .- Arrived: Phoenicia. from New York. LIVERPOOL, Oct. 15 .- Arrived: Bovice from New York. HAVRE, Oct. 16 .- Arrived: La Normandie from New York. ANTWERP, Oct. 14 .- Arrived: Friesland

GIGANTIC COAL DEAL

from New York.

The \$64,000,000 Coal Combination Becomes an Accomplished Fact To-Day.

PITTSBURG, Oct. 16 .- The Pittsburg Coal Company, the \$64,000,000 combination of the railroad coal interests of the Pittsburg district, will become a working fact at the office of the Union Trust Company tomorrow by the election of the following officers: F. M. Osborne, president; J. C. Dysart, secretary and vice president; U. A. Andrews, treasurer; C. W. Baine, secretary of one of the departments. F. L. Robbins will be the chairman of the board of managers, or executive board. George W. Schleuderberg, of the Robbins interests, has been selected general superintendent, and E. C. Taylor is chief engineer.

Opposition to the Wire Trust. PITTSBURG, Oct. 16.-The Union Steel Company, with a capital of \$1,000,000, which probably will be increased to \$10,000,000 next spring, has been formed here by Pittsbucapitalists for the purpose of competi-

NATIONAL Tube Works Wrought-Iron Pipe for Gas, Steam and Water,

Boiler Tubes, Cast and Malleable Iron Fittings (black and galvanized), Valves, Stop Cocks, En-gine Trimming, Steam Gauges, Pipe Tongs, Pipe Cutters, Vises, Screw Plates and Dies Wrenches, Stehm Trans Plates and Dies Wrenches,
Steam Trapa, Pumpa,
Kitchen Sinks, Hose, Belting, Babbit Metal, Solder,
White and Colored Wiping
Waste, and all other Supplies used in connection
with Gas, Steam and
Water, Natural Gas Supplies a specialty. Steam
Heating Apparatus for
Public Buildings, Storerooms, Mills, Shops, Factories, Laundries, Lumber es, Laundries, Lumber Houses, etc. Cut and end to order any size

KNIGHT & JILLSON,

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with the American Steel and Wire Company, known as "the wire combine." The steel mill plant in the United States will

be erected at Monessen by the company.

Threatened Racial Conflict.

ATLANTA, Ga., Oct. 16 .- Governor Candler received a telephone message late tonight from the sheriff of Pike county, at Barnesville, advising him that the negro population of the town, in an attempt to avenge the whipping of three of their number last night by whites, were gathering and threatening to burn the place. Governor Candler at once ordered out the Barnesville Blues, at Barnesville, and the Capital City Guards, of Atlanta. The Blues reported to the sheriff and were placed on guard. The Capital City Guards, fifty men, assembled at their armory in Atlanta at 11:30 and a few minutes later a special train was in readiness for them. Governor Candler decided, however, to wait further advices from Barnesville before ordering the

Cause of the Trouble. ATLANTA, Ga., Oct. 16.-The trouble dates back one week, when the women operatives in the Oxford knitting mills struck because several negroes were given employment by the management. It was admitted Saturday that the mill could not be run without the white help, and the negroes were consequently discharged. The negroes indulged in considerable talk, and Saturday night three of them were taken out by white men and soundly whipped. This was repeated last night, and the negroes in retaliation threatened to burn the town. The prompt action of the sheriff, however, prevented any trouble, and at

WHITE MAN LYNCHED.

midnight all was quiet, with the militia

Mob Justice Meted to Alleged Leader of a Gang of Cattle Thieves,

NEW ORLEANS, Oct. 16.-Wilson, a little town 125 miles above this city, was the scene of a lynching Sunday. J. L. Smith, white, a former resident of the place, but late of the Buffalo creek neighborhood. in Wilkinson county, Mississippi, was strung up to a limb of a pine tree after being wrested from the town marshal by a possi of citizens. Smith was charged with having been the leader of a cattle-stealing gang that had infested the country for

COUSIN OF OOM PAUL.

Succeeds to Some German Coal Mines and Several Thousand Marks.

PENDLETON, Ore., Oct. 16 .- Rev. Paul Kruger, pastor of the United Brethren Church at Ukiah, this county, and cousin of President Kruger of the South African Republic, has fallen heir to a fortune left him by his father in Germany. He received the news of his good forthine tonight from August Dorn, an uncle, who is in Los Angeles in search of heirs to the prop-erty left by Ernest Kruger, who was killed in the Franco-Prussian war. The property consist of four coal mines and 10,000 marks.

# TELEGRAPHIC BREVITIES.

A petition in bankruptcy was filed in New York yesterday by Ida L. and May E. Jen-kins. Liabilities, \$312,759; no assets. The American Street-railway Association will hold its eighteenth annual convention and exposition in Chicago, beginning to-

The steamer Gaelic, which has arrived at San Francisco from the Orient, brought 3,000 bales of silk, valued at \$2,000,000, and \$337,000 in specie.

Lady Sholto Douglas, formerly Loretto Addis Mooney, arrived at New York from England yesterday and left at once for Oakland to visit her family. Owing to the prevalence of typhoid fever at the Virginia Military Institute, General

Skip, the superintendent, has furloughed the entire corps of cadets for thirty days. The first general rain in Texas since July 1 commenced yesterday. There have been but three scattered showers since the ninety-odd days of drought. The rain will help wheat, but it is too late to benefit cotton. Cal Derrick, one of the three men who attempted to rob the bank at Sevierville, Tenn., on Saturday last, has been taken to Knoxville for safe keeping, it having been rumored that he would be rescued by

friends. A petition in bankruptcy has been filed by Alfred R. Sax, a New York salesman, with liabilities of \$487,510, on notes made jointly by the petitioner with Max and Julius Sax and Adolph Blatz, in Nashville, Tenn., in

1891. No assets. The Carriage Makers' Association of the United States met in New York yesterday. The association, which was organized at Troy, N. Y., ten years ago, with eleven members, now has a membership of nearly two thousand, embracing every locality of

the United States Abraham Moore, the former cattle king of Nebraska, who was indicted at Chicago some months ago on a charge of obtaining money by false pretenses from the Stra-horn-Hutton-Evans Commission Company, was sentenced yesterday to one year im-prisonment and also fined \$1,000.

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